

SECTION II
NAVIGATION PUBLICATIONS

NM 46/00

SAILING DIRECTIONS CORRECTIONS

PUB 120 1 Ed 1997 LAST NM 30/00

Page 95—Line 9/R; insert after:
 e. 34°35'12"N, 140°16'48"E.
 f. 34°24'36"N, 140°34'29"E.
 g. 34°14'00"N, 140°13'18"E.
 h. 34°31'12"N, 140°07'48"E.
 (Annex to Jpn NM 32/00) 46/00

PUB 145 8 Ed 2000 LAST NM 38/00

Page 9—Lines 11 to 12/R; strike out.
 (Can NM 5/99, Section V) 46/00

Page 15—Lines 49 to 50/R; read:
 horizontally banded octagonal tower. The E shore of Maces Bay
 (Can NM 5/99, Section V) 46/00

Page 30—Lines 31 to 32/L; read:
 Northeast Shoal. A lighted whistle buoy, marked "Fundy Entrance South M," is moored at the seaward end of the
 (Can LL, 1998 ed.) 46/00

Page 30—Line 37/L; strike out.
 (NIMA) 46/00

Page 31—Lines 20 to 21/R; read:
 extends N for 210m. The inside face of the wharf is 100m long, with alongside depths of 2.1 to 3.7m. A light is shown from the head of the breakwater. A lighted buoy is moored 0.8
 (BA NP 53, Supp. 3/00) 46/00

Page 45—Lines 35 to 36/R; read:
 breakwater on the N shore of Eastern Way. Lower Sandy Point Light
 (US NM 35/14066/98) 46/00

Page 48—Lines 52 to 53/R; read:
 from the headland.
 (US NM 1/14081/00) 46/00

Page 49—Line 10/L; insert after:
Caution.—A wreck, with a depth of 4.5m over it and which is used as a recreational diving site, lies about 0.3 mile NW of Jacket Island.
 (BA NP 59, Supp. 3/00) 46/00

Page 51—Lines 5 to 6/R; read:
 the entrance to the bay.
 (US NM 15/14081/00) 46/00

Page 52—Lines 3 to 4/L; read:
 A lighted bell buoy is moored about 0.8 mile NE of
 (US NM 47/14083/99) 46/00

Page 55—Lines 25 to 26/L; read:
 dwelling in the S part of the island.
 (US NM 1/10483/00) 46/00

Page 58—Lines 43 to 44/R; read:
 Island. A government wharf, 66m long and 12m
 (Can NM 3/99, Section V) 46/00

Page 59—Lines 35 to 36/L; read:
 15m high, on the point.
 (US NM 22/14083/99) 46/00

Page 73—Lines 54 to 55/R; read:
 mile NNW, respectively, of Collies Shoal. Petpeswick Inlet,
 (US NM 22/14093/99) 46/00

Page 74—Lines 5 to 6/R; strike out.
 (US NM 22/14093/99) 46/00

Page 75—Lines 56 to 57/L; strike out.
 (US NM 22/14093/99) 46/00

Page 86—Line 51/R; read:
 velocity of 1 knot. A T-shaped wharf extends from the
 (BA NP 59, Supp. 3/00) 46/00

Page 185—Lines 25 to 29/L; read:
 channel has shallow depth in places.
 (Can NM 7E/00, Section 4) 46/00

Page 215—Lines 13 to 14/R; read:
 The VTS sectors continuously monitor VHF channel 6.
 (Can NM 8E/00, Section 1) 46/00

PUB 146 7 Ed 2000 LAST NM 45/00

Page 102—Line 12/L; insert after:
The Terra Nova Floating Production Storage and Offloading Vessel (FPSO) (46°28'31.8"N., 48°28'51.6"W.) is located about 20 miles SE of the Hibernia Gravity Based Structure. Three traffic control zones, subject to Canadian law, have been established to protect the FPSO vessel, Mobile Offshore Drilling Units (MODU), and any surface and sub-surface installations associated with the Terra Nova field from collisions with other vessels. Vessels approaching the area must contact the Terra Nova FPSO or MODU on either VHF channel 16 or GMDSS. The three traffic control zones are, as follows:
 1. **Zone 1.**—A Precautionary Zone, with a radius of 10 miles, centered on the above position of the FPSO. Prior to entering the Precautionary Zone, vessels must

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advise the FPSO or MODU of their position, course, and intention to pass through the area. Vessels are not permitted to approach within 5 miles of the FPSO or MODU, except as described in Zone 2 and Zone 3 below.

2. **Zone 2.**—A Safety Zone, with a radius of 5 miles, centered on the above position of the FPSO. Vessels wishing to enter the Safety Zone, including Terra Nova support vessels and fishing vessels, must obtain permission from the FPSO or MODU. At the termination of the visit, vessels must advise the FPSO or MODU when clear of the Safety Zone. Vessels are not permitted to approach within 3 miles of the FPSO or MODU, except for Terra Nova support vessels or fishing vessels operating with FPSO approval.

3. **Zone 3.**—A Fisheries Exclusion Zone, bound by lines joining points lying 500m from the four active Terra Nova drilling centers, as follows:

- a. 46°29'39.0"N, 48°29'30.0"W.
- b. 46°29'33.0"N, 48°27'17.4"W.
- c. 46°27'30.6"N, 48°30'12.0"W.
- d. 46°27'06.0"N, 48°27'24.6"W.

Fishing vessels are prohibited from fishing in or passing through the Fisheries Exclusion Zone at any time or within 50m of the MODU anchor pattern.

(Can NM 8E/00, Section 1)

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PUB 192 7 Ed 2000

LAST NM 39/00

Page 5—Line 57/L; read:

available upon request.

Vessels of more than 50 grt, except those which normally navigate solely within the port, intending to receive bunkers must give notification in writing to and request permission from the relevant Harbor Master or Forth Navigation Service not less than 24 hours in advance. Such vessels must also report by VHF to the relevant Harbor Master or Forth Navigation Service immediately before bunkering is to commence and upon completion.

(BA NM 6/00)

46/00

Page 125—Lines 32 to 57/L; read:

Zuider Stortemelk, the main entrance channel for commercial traffic, leads close N of the N end of Vlieland. This channel has considerable depths in places but the bar, which lies at its E end, is subject to frequent change. It was reported (1998) that the least depth in mid-channel over the inner bar was 6m.

The channel is marked by buoys. The SM lighted buoy (53°19'N., 4°56'W.) is moored about 5 miles W of Vuurduin Light and marks the outer entrance.

Vliestroom, a broad channel, is marked by buoys and leads from the inner end of Zuider Stortemelk into the Waddenzee. It extends SE for 3 miles and passes between Vlieland and Terschelling. Then it trends S for 3 more miles, where it divides into two smaller channels.

Regulations.—A Vessel Traffic Service (VTS) system has been established in the area of Zeegat van Terschelling. It is mandatory for all vessels. The system is controlled by the Brandaris Traffic Center, which is located at Brandaris

Tower (53°22'N., 5°13'W.), on the SE side of West Terschelling.

Vessels must report to Brandaris VTS Center on VHF channel 2 when passing the SM lighted buoy. The report should include vessel's name, call sign, type, length, beam, draft, position, port of destination, port of departure, any dangerous cargo, and any special details.

All vessels in the area must keep a continuous listening watch on VHF channel 2.

(BA NP 287; BA NP 55)

46/00

Page 125—Lines 1 to 5/R; strike out.

(NIMA)

46/00

Page 126—Lines 34 to 37/L; read:

Depths—Limitations.—Vaargeul langs Pollendam, a narrow dredged approach channel, leads to the port. The fairway has a least depth of 3.7m (1999).

The main harbor, entered through two converging breakwaters, is divided into five tidal basins. These basins provide about 1,800m of quayage with depths of 3.2 to 7m alongside. There are facilities for general cargo, tanker, container, and ro-ro vessels. Generally, vessels up to 7,300 dwt, 130m in length, and 6.5m draft can be accommodated at HW.

There are also facilities for offshore oil and gas support vessels, fishing boats, and yachts.

Two locks within the port provide access to a canal which leads to Groningen. The largest lock is 127m long, 12m wide, and has a depth of 3.1m over the outer sill. Vessels up to 79m in length, 9.5m beam, and 2.6m draft can enter this lock.

Pilotage.—Pilotage is compulsory for vessels over 60m in length for Harlingen and other ports within the Waddenzee. Vessels should send their ETA at least 12 hours in advance of their arrival at the pilot boarding positions.

Pilots board vessels carrying hazardous cargo in the vicinity of the SM lighted buoy (53°19'N., 4°56'E.) and all other vessels in the vicinity of the ZS15 lighted buoy (53°19'N., 5°07'W.). Pilots are also available for Terschelling and Kornwerderzand.

Vessels should report to the port (Havendienst Harlingen) on VHF channel 11 about 30 minutes prior to arrival at the harbor.

(BA NP 55; BA NP 287)

46/00

Page 126—Lines 1 to 16/R; strike out.

(NIMA)

46/00